## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SEERET 25X1A  COUNTRY East Germany REPORT NO.  SUBJECT Sabotage of the BOTNESKI SCYUZ at the DATE DISTR. 30 December 1953 Warnow-Werft, Warts muende  NO. OF PAGES 1  REQUIREMENT NO. 25X1A  PRACE ACQUIRED  THE SOURCE EVALUATIONS IN THIS REPORT ME DEFINITIVE. THE APPLAISAL OF CONTENT IS TENTATIVE.  25X1X  Volkspolizist Heinz Wack, a guard at Warnow-Werft since  July 1953, was assigned to guard duty in the engine room of the SOVENSKI SOYUZ. Other' than three other guards, the only persons on board the ship at that time were a special work crew accruing overtime to be used as leave during the distants holidays. Wack left the ship and, returning after an unspecified lapse of time, discovered that the ship was listing 10 degrees to starboard. In the list increased after some time to a maximum of 12 degrees. By the time he was back at his post, the fire department had been slerted and the engine room was under water. Approximately 400 tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolizei guards were replaced by a 150mm group of SBD from Rostock and all entrances to the whayf were closed. Approximately 60 workers on the ship were taken into guards were replaced for two days.						
SUBJECT Sabotage of the SOVETEKE SOTUZ at the DATE DISTR. 30 December 1953 Warnow-Werft, Warte meende NO. OF PAGES  DATE OF INFO.  PLACE ACQUIRED  THE SOURCE EVALUATIONS IN THIS REPORT ART DEFINITIVE.  THE APPRAISAL OF CONTENT IS TENTATIVE.  THE APPRAISAL OF CONTENT IS TENTATIVE.  (FOR KEY SEE REVEAS)  Volkspolizist Heinz Wack, a guard at Warnow-Werft since  July 1953, was assigned to guard duty in the engine room of the SOVETEKET SOUZ.  Other't than three other guards, the only persons on board the ship at that  the vere a special work crew accruing overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  characteristic overtime to be used as leave during the  list increased after some time to a maximum of 12 degrees. By the time  he was back at his post, the fire department had been alerted and the engine  room was under water. Approximately 400 tons of water had been released  from the starboard anti-roll, tanks but, because of a prior removal of part  of the pipe system, the water did not flow outside the ship but flooded the  engine room and the lower portions of the hull. By the time this  was discovered, it was impossible to use the emergency valves to stop the  flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage  and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolized  guards were replaced by a 15-ban group of SSD from Rostock and all entrances  guards were replaced by	ne 1		$e^{-2\pi i t}$	SECRET		25X1A
Subject Sabotage of the Soverski Sonuz at the DATE DISTR. 30 December 1953  NO. OF PAGES 1  NO. OF PAGES 1  REQUIREMENT NO. 25X1A  REFERENCES  THE SOURCE EVALUATIONS IN THIS EFFORT RE DEFINITIVE.  THE APPRAISA OF CONTENT IS TENTATIVE.  25X1X  Volkspolizist Heinz Wack, a guard at Warnow-Werft since for key for key see Revesse)  Volkspolizist Heinz Wack, a guard at Warnow-Werft since of the soverski Sonuz. Others than three other guards, the only persons on board the ship at that time were a special work crew accruing overtime to be used as leave during the time were a special work crew accruing overtime to be used as leave during the intervence of the the ship and, returning after an unspecified lapse of time, discovered that the ship was listing 10 degrees to starboard. Is peed time to a maximum of 12 degrees. By the time he was back at his post, the fire department had been alerted and the engine he was back at his post, the fire department had been alerted and the engine room was under water. Approximately wild tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolized and pump out the water from the hull.	COUNTRY		East Germany		REPORT NO.	
Warnow-Werft, Warts muende  NO. OF PAGES  REQUIREMENT NO. 25X1A  REFERENCES  PLACE ACQUIRED  THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  THE APPRAISAL OF CONTENT IS TENTATIVE.  (FOR KEY SEE REVERSE)  1X 1. Volkspolizist Heinz Wack, a guard at Warnow-Werft since  July 1953, was assigned to guard duty in the engine room of the SOVETSKI SOYUZ.  Other; then three other guards, the only persons on board the ship at that  time were a special work crew accruing overtime to be used as leave during the  time were a special work crew accruing overtime to a maximum of 12 degrees to starboard.  Table of time, discovered that the ship was listing 10 degrees to starboard.  The list increased after some time to a maximum of 12 degrees. By the time  he was back at his post, the fire department had been alerted and the engine  room was under water. Approximately 400 tons of water had been released  from the sturboard anti-roll tanks but, because of a prior removal of part  of the pipe system, the water did not flow outside the ship but flooded the  engine room and the lower portions of the hull. By the time this  was discovered, it was impossible to use the emergency valves to stop the  flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage  and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolized  guards were replaced by a 15/man group of SSD from Rostock and all entrances  guards were replaced by a 15/man group of SSD from Rostock and all entrances  guards were replaced by a 15/man group of SSD from Rostock and all entrances				Sourceski Soyuz at	the DATE DISTR.	30 December 1953
PLACE ACQUIRED  THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  THE APPRAISAL OF CONTENT IS TENTATIVE.  25X1X  Volkspolizist Heinz Wack, a guard at Warnow-Werft since  July 1953, was assigned to guard duty in the engine room of the SOVETSKI SOYUZ.  Other's than three other guards, the only persons on board the ship at that  time were a Special work crew accruing overtime to be used as leave during the  time were a Special work crew accruing overtime to be used as leave during the  constants holidays. Wack left the ship and, returning after an unspecified  constants holidays. Wack left the ship was listing 10 degrees to starboard.  The list increased after some time to a maximum of 12 degrees. By the time  the was back at his post, the fire department had been alerted and the engine  he was back at his post, the fire department had been released  from the starboard anti-roll tanks but, because of a prior removal of part  of the pipe system, the water did not flow outside the ship but flooded the  engine room and the lower portions of the buill. By the time this  was discovered, it was impossible to use the emergency valves to stop the  flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage  and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolizel  guards were replaced by a 15-man group of SSD from Rostock and all entrances  guards were replaced by a 15-man group of SSD from Rostock and all entrances	SUBJECT		Warnow-Werft, Wa	rhe muende		1 ·
PLACE ACQUIRED  THE SOURCE EVALUATIONS IN THIS EFFORM ARE DEFINITIVE.  THE APPRAISAL OF CONTENT IS TENTATIVE.  25X1X  Volkspolizist Heinz Wack, a guard at Warnow-Werft since  July 1953, was assigned to guard duty in the engine room of the SOVETSKI SOYUZ.  Others than three other guards, the only persons on board the ship at that  time were a special work crew accruing overtime to be used as leave during the  time were a special work crew accruing overtime to be used as leave during the  time that increased after some time to a maximum of 12 degrees. By the time  The list increased after some time to a maximum of 12 degrees. By the time  he was back at his post, the fire department had been alerted and the engine  room was under water. Approximately 400 tons of water had been released  from the starboard anti-roll tanks but, because of a prior removal of part  of the pipe system, the water did not flow outside the ship but flooded the  engine room and the lower portions of the hull. By the time this  was discovered, it was impossible to use the emergency valves to stop the  flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage  and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolized  guards were replaced by a 15-man group of SSD from Rostock and all entrances  guards were replaced by a 15-man group of SSD from Rostock and all entrances				7	REQUIREMENT N	vo. 25Х1А
THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  THE APPRAISAL OF CONTENT IS TENTATIVE.  25X1X  Volkspolizist Heinz Wack, a guard at Warnow-Werft since July 1953, was assigned to guard duty in the engine room of the SOVETSKI SOYUZ.  Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that I the was holidays. Wack left the ship and, returning after an unspecified lapse of time, discovered that the ship was listing 10 degrees to starboard. The list increased after some time to a maximum of 12 degrees. By the time he was back at his post, the fire department had been alerted and the engine room was under water. Approximately 400 tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolizei guards were replaced by a 150-man group of SSD from Rostock and all entrances guards were replaced by a 150-man group of SSD from Rostock and all entrances				25X1A		
Volkspolizist Heinz Wack, a guard at Warnow-Werft since July 1953, was assigned to guard duty in the engine room of the SOVETSKI SOYUZ. Others than three other guards, the only persons on board the ship at that time were a special work crew accruing overtime to be used as leave during the time were as pecial work crew accruing overtime to be used as leave during the time with the shidays. Wack left the ship and, returning after an unspecified lapse of time, discovered that the ship was listing 10 degrees to starboard. The list increased after some time to a maximum of 12 degrees. By the time he was back at his post, the fire department had been alerted and the engine room was under water. Approximately 400 tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolizei guards were replaced by a 15-man group of SSD from Rostock and all entrances guards were replaced by a 15-man group of SSD from Rostock and all entrances	LACE ACC	QUIRED		NV ATE	M P	\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\
Volkspolizist Heinz Wack, a guard at Warnow-Werft since July 1953, was assigned to guard duty in the engine room of the SOVETSKI SOYUZ. Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that Other than three other guards, the ship and, returning after an unspecified lapse of time, discovered that the ship was listing 10 degrees to starboard. In list increased after some time to a maximum of 12 degrees. By the time he was back at his post, the fire department had been alerted and the engine room was under water. Approximately 400 tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolizei guards were replaced by a 15-man group of BSD from Rostock and all entrances guards were replaced by a 15-man group of BSD from Rostock and all entrances	***				<b>(           </b>	· ·
Volkspolizist Heinz Wack, a guard at Warnow-Werft since  July 1953, was assigned to guard duty in the engine room of the SOVENSKI SOYUZ.  Others than three other guards, the only persons on board the ship at that time were a special work crew accruing overtime to be used as leave during the time were a special work crew accruing overtime to be used as leave during the dispse of time, discovered that the ship was listing 10 degrees to sterboard.  The list increased after some time to a maximum of 12 degrees. By the time the was back at his post, the fire department had been alerted and the engine he was under water. Approximately 400 tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolizei guards were replaced by a 15-man group of SSD from Rostock and all entrances guards were replaced.  Approximately 60 workers on the ship were taken into			<u>_</u>		EPORT ARE DEFINITIVE.	
Volkspolizist Heinz Wack, a guard at Warnow-Werft since July 1953, was assigned to guard duty in the engine room of the SOVETSKI SOYUZ. Other than three other guards, the only persons on board the ship at that time were a special work crew accruing overtime to be used as leave during the time were a special work crew accruing overtime to be used as leave during the time was holidays. Wack left the ship and, returning after an unspecified lapse of time, discovered that the ship was listing 10 degrees to starboard. The list increased after some time to a maximum of 12 degrees. By the time the was back at his post, the fire department had been alerted and the engine he was under water. Approximately 400 tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolizei guards were replaced by a 15 dman group of SSD from Rostock and all entrances guards were replaced by a 15 dman group of SSD from Rostock and all entrances			•	THE APPRAISAL OF CONTENT	IS TENTATIVE.	
July 1953, was assigned to guard duty in the engine room of the solvant than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that time were a special work crew accruing overtime to be used as leave during the time were a special work crew accruing overtime to be used as leave during the lime was holidays. Wack left the ship and, returning after an unspecified lapse of time, discovered that the ship was listing 10 degrees to starboard. Lapse of time, discovered that the ship was listing 10 degrees. By the time the list increased after some time to a maximum of 12 degrees. By the time the was back at his post, the fire department had been alerted and the engine room was under water. Approximately 400 tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolized guards were replaced by a 150man group of SSD from Rostock and all entrances guards were replaced by a 150man group of SSD from Rostock and all entrances guards were replaced by a 150man group of SSD from Rostock and all entrances			25X1X			
July 1953, was assigned to guard duty in the engine room of the bornt than three other guards, the only persons on board the ship at that Other than three other guards, the only persons on board the ship at that time were a special work crew accruing overtime to be used as leave during the lime were a special work crew accruing overtime to be used as leave during the lime was holidays. Wack left the ship and, returning after an unspecified lapse of time, discovered that the ship was listing 10 degrees to starboard. The list increased after some time to a maximum of 12 degrees. By the time the list increased after some time to a maximum of 12 degrees. By the time he was back at his post, the fire department had been alerted and the engine room was under water. Approximately 400 tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolized guards were replaced by a 150man group of SSD from Rostock and all entrances guards were replaced by a 150man group of SSD from Rostock and all entrances guards were replaced by a 150man group of SSD from Rostock and all entrances						
July 1953, was assigned to guard duty in the engine room of the solvant than three other guards, the only persons on board the ship at that Others than three other guards, the only persons on board the ship at that time were a special work crew accruing overtime to be used as leave during the time were a special work crew accruing overtime to be used as leave during the list stands holidays. Wack left the ship and, returning after an unspecified lapse of time, discovered that the ship was listing 10 degrees to starboard. The list increased after some time to a maximum of 12 degrees. By the time the list increased after some time to a maximum of 12 degrees. By the time he was back at his post, the fire department had been alerted and the engine he was under water. Approximately 400 tons of water had been released from the starboard anti-roll tanks but, because of a prior removal of part of the pipe system, the water did not flow outside the ship but flooded the engine room and the lower portions of the hull. By the time this was discovered, it was impossible to use the emergency valves to stop the flow of water.  2. It is estimated that 8 to 14 days work will be required to repair the damage and pump out the water from the hull.  3. Immediately following the discovery of the damage, regular Volkspolized guards were replaced by a 15 man group of SSD from Rostock and all entrances guards were replaced by a 15 man group of SSD from Rostock and all entrances guards were replaced by a 15 man group of SSD from Rostock and all entrances						
and pump out the water from the null.  3. Immediately following the discovery of the damage, regular Volkspolized guards were replaced by a 150man group of SSD from Rostock and all entrances guards were replaced. Approximately 60 workers on the ship were taken into	, v.,	Other time	953, was assigne than three othe ere a special wo	d to guard duty in r guards, the only rk crew accruing ov	persons on board the	ne ship at that as leave during the r an unspecified
guards were replaced by a 15-man group of Bob 110m to the ship were taken into		other time the state of the engine was different flow.	953, was assigne than three other ere a special wo mas holidays. We of time, discover at increased after back at his postas under water. The starboard and pipe system, the room and the location of water.	d to guard duty in r guards, the only rk crew accruing over the ship somethat the ship was somethat the ship was the fire department of the fire department of the same time to a material transposition of the same same to use the same same same same the same same same same same same same sam	persons on board the retime to be used and, returning after as listing 10 degrees and the return of 12 degrees and been alerted tons of water had because of a prior by outside the ship hull. By the time the emergency valves	me ship at that as leave during the r an unspecified ees to starboard. es. By the time ed and the engine been released removal of part but flooded the e this es to stop the
	<b>v</b> . ***	Other time to the state of the was room to the engine was difficult of the state of	953, was assigned than three other than three other ere a special womas holidays. We of time, discover at increased after the starboard and another income and the local pipe system, the starboard and the room and the local pipe system, it was promised that the contract of water.	d to guard duty in r guards, the only rk crew accruing over the ship was the same time to a mark the fire department of the fire department of the water did not flower portions of the impossible to use to 14 days work wer from the hull.	the engine room of persons on board the ertime to be used a nd, returning after as listing 10 degrees that had been alert tons of water had because of a prior ow outside the ship hull. By the time the emergency valvill be required to	me ship at that as leave during the r an unspecified ees to starboard. es. By the time ed and the engine been released removal of part but flooded the e this es to stop the  repair the damage
	2*	Other time was at from to of the was difficult from the condition of the	953, was assigned than three other three other ere a special wo mas holidays. We of time, discover as under water. The starboard and a pipe system, the starboard and the proof and the local control of water.  estimated that the control of the water is a pipe system, the starboard and the proof water.	d to guard duty in r guards, the only rk crew accruing over the ship was the some time to a mark, the fire departs. Approximately 400 it-roll tanks but, in water did not flower portions of the impossible to use to 14 days work was from the hull.	the engine room of persons on board the ertime to be used and, returning after maximum of 12 degreement had been alert tons of water had because of a prior ow outside the ship hull. By the time the emergency valver ill be required to the damage, regular	me ship at that as leave during the r an unspecified ees to starboard. es. By the time ed and the engine been released removal of part but flooded the e this es to stop the  repair the damage  Volkspolized end all entrances

SECRET

STATE	x	ARMY	х	NAVY	х	AIR	х	FBI	L	AEC				İ	<u> </u>
		Лююк		- For Rah	2250	2002/07	<del>77</del> 0 ·		80 <u>-</u> 0	0810400	320	1550002-	1		